

ABSTRACT OF THE DISCLOSURE

A control system and control method for an automotive vehicle having a multiple-ratio automatic transmission having two gearsets arranged in series relationship for delivering vehicle engine power to vehicle traction wheels, each gearset being controlled using friction elements that establish multiple torque flow paths, each gearset being characterized by at least two ratios, which define an overall transmission ratio, synchronous shifting of the gearsets effecting at least one swap-upshift and at least one swap-downshift in the overall transmission ratio, the control system compensating during a swap-shift progression for dynamic interaction between the gearsets.